

BookletChartTM

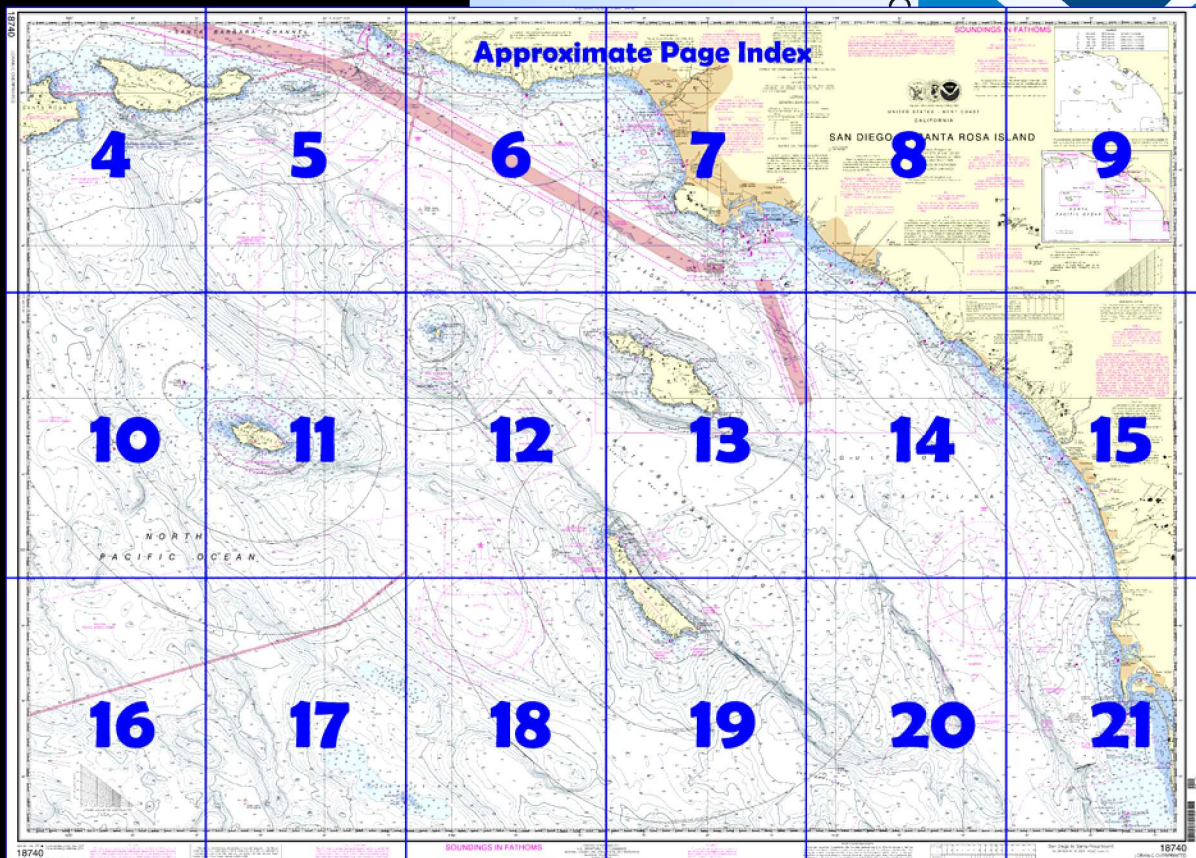
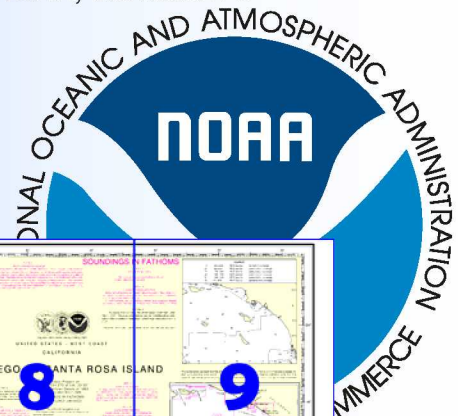
San Diego to Santa Rosa Island

(NOAA Chart 18740)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

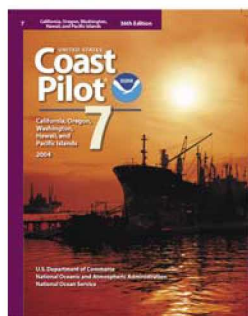
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 4 & 5 excerpts]

(11) **Los Coronados (Coronado Islands)** are four bare, rocky islands, extending 4.5 miles in a NW direction, 7 miles offshore in Mexican waters, and 15 miles S of Point Loma.

(18) **San Diego Bay**, where California's maritime history began in 1542, is 10 miles NW of the Mexican boundary. In September of that year, Juan Rodriguez Cabrillo, the Spanish explorer, sailed his frail bark into the bay.

(98) **Ocean Beach**, 5 miles N of Point Loma, has a large Y-shaped fishing pier with a private fog signal on the end.

(112) **Pacific Beach**, 8 miles N of Point Loma, has a pleasure pier extending about 260 yards from the beach.

(117) **Del Mar**, 18 miles N of Point Loma, is a resort city.

(120) The pleasure pier at **Oceanside**, 32.5 miles N of Point Loma, has a fish haven covered 10 feet around its seaward end. The pier is marked by lights.

(141) **San Clemente**, 2 miles N of San Mateo Point, has many white houses with red-tiled roofs, making the place conspicuous from the sea.

(142) **Dana Point**, 8 miles NW of San Mateo Point, is the seaward end of a high ridge.

(178) A submerged oil pipeline extends nearly 1.2 miles seaward, 2 miles NW of Santa Ana River; mooring buoys are off the end of the pipeline. A private lighted bell buoy marks the seaward limit. **Huntington Beach**, a resort 5 miles NW of Newport Beach, is identified by its many oil derricks.

(195) **San Pedro Bay**, between Seal Beach on the E and Point Fermin on the W, is 82 miles NW of San Diego. On the shores of the bay are the city of **Long Beach** and the port areas of the city of **Los Angeles**.

Terminal Island, in the NW part of San Pedro Bay, separates the outer bay from Los Angeles and Long Beach inner harbors. The bay is protected by breakwaters and is a safe harbor in any weather.

(259) **Los Angeles Harbor**, at the W end of San Pedro Bay, includes the districts of **San Pedro**, **Wilmington**, and a major portion of Terminal Island.

(260) **Long Beach Harbor**, in the E part of San Pedro Bay, includes the City of Long Beach and a portion of Terminal Island. Long Beach and Los Angeles Harbors are connected by Cerritos Channel.

(423) **Santa Monica Bay** is formed by the curving coast between Point Vicente and Point Dume.

(457) **Santa Monica**, 3.5 miles NW of Marina del Rey, has a large pleasure pier, but there is no water commerce.

(465) **Point Dume** is the seaward end of a rather low plateau that terminates in a dome-shaped head, about 200 feet high, rising from a bold rocky bluff.

(475) **Point Hueneme** (pronounced: y-nee-me), 22 miles WNW of Point Dume is low, rounding, and sandy. It is the outermost point of the low land of the Santa Clara Valley.

(24) **San Clemente Island**, 43 miles SSW of Point Fermin and 57 miles WNW of Point Loma, is 18 miles long in a NW direction and 4 miles wide at its widest part, and reaches an elevation of 1,965 feet.

(44) **Santa Catalina Island**, 18 miles S of Point Fermin, is 18.5 miles long in a SE direction and has a greatest width of 7 miles. The island is privately owned. Arrangements for overnight permits and the leasing of the many mooring buoys found throughout the area may be made through Two Harbors Enterprises at Two Harbors. Except at Avalon, permits are required for activities other than day use on the other islands.

(76) **San Nicolas Island**, the outermost of the group off southern California, is 53 miles off the nearest point of the mainland, 43 miles WNW of San Clemente Island, and 24 miles SW of Santa Barbara Island. The island is a military reservation and off limits to the public.

(86) **Santa Barbara Island**, 33 miles SSW of Point Dume and 21 miles W from the W end of Santa Catalina Island, is 1.5 miles long in a N direction and has a greatest width of 1 mile.

(90) **Anacapa Island**, 11 miles SW of Point Hueneme, is the easternmost of the northern group of Channel Islands and consists of three islands separated by two very narrow openings that cannot be used as passages.

(95) **Santa Cruz Island**, 17 miles WSW of Point Hueneme, is the largest of the Channel Islands. It is privately owned and permission must be obtained to land. The Nature Conservancy, a private, non-profit organization dedicated to preserving unique islands, owned almost all of Santa Cruz Island.

(106) **Santa Rosa Island**, 24.5 miles SW of Goleta Point on the mainland, is 15 miles long in a W direction and has a greatest width of nearly 10 miles.

Table of Selected Chart Notes

For offshore navigation only

For offshore navigation only

Corrected through NM Mar. 31/07
Corrected through LNM Mar. 20/07

HEIGHTS
Heights in feet above Mean High Water.

NOTE K
LOCAL MAGNETIC DISTURBANCE
Differences as great as 5° from the normal variation have been observed in the vicinity of San Clemente Island.

NOTE C
MILITARY EXERCISE AREA
Mariners are cautioned against possible hazards due to military training activities. Normal hours of operation are 0600-2400 local time, daily. For extension of operating times and further information, consult U.S. Coast Guard Local Notice to Mariners.

NOTE L
Obstructions reported 90 feet off the bottom. All fishing vessels and other vessels involved in subsurface operations are advised to remain clear of this area.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE H
Acoustic Range Facility
Numerous shore connected bottom cables are located within the outlined area.

AIDS TO NAVIGATION
Consult U. S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE O
Vessels with 50 foot draft or less will be boarded south of RACON Buoy 3. Vessels with a draft greater than 50 feet will be boarded south of Buoy 1.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE E
Mariners should use caution when navigating over the sewers extending seaward from El Segundo. The existence of submerged sewers presents a hazard to all types of craft.

MINERAL DEVELOPMENT STRUCTURES
Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

NOTE M
NAVAL OPERATING AREA
Vessels should use caution while transiting this area due to naval test operations which involve frequent maneuvers in the vicinity of and around this location.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus: (Accurate location) (Approximate location)

NOTE L
NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.
Los Angeles, CA KWO-37 162.55 MHz
San Diego, CA KEO-62 162.40 MHz
Santa Barbara, CA KIH-34 162.40 MHz
Santa Barbara Marine, CA WWF-62 162.475 MHz
Santa Ana, CA WWG-21 162.45 MHz

NOTE P
See Coast Pilot 7, Chapter 5 for information pertaining to the Naval Operating Area in San Pedro Bay.

For Symbols and Abbreviations see Chart No. 1

NOTE D
AREAS TO BE AVOIDED
All ships, except those bound to and from ports on one of the islands within the areas, engaged in the trade of carrying cargo, including but not limited to tankers and other bulk carriers and barges, should avoid the areas. (MSC, IMO 59/33 Annex 21).

LORAN-C
GENERAL EXPLANATION
LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9940.....99,400 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary
EXAMPLE: 9940-X

RATES ON THIS CHART
Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

NOTE G
CHEMICAL MUNITIONS DUMPING
AREA - RESTRICTION
Site was formerly used or designated for U.S. chemical munitions dumping. Such use has been discontinued. Designation of such area in no way constitutes authority for dumping.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California or at the Office of the District Engineer, Corps of Engineers in Los Angeles, California. Refer to charted regulation section numbers.

NOTE F
Numerous uncharted private mooring buoys may exist in the general vicinity of Malibu Pier. Mariners should use caution when transiting this area.

CAUTION
Mariners are cautioned that exploratory surveys and exploratory drilling operations may be in progress in, or in the vicinity of, the Southern California Traffic Separation Scheme. These operations may pose hazards to navigation. The most recent Eleventh Coast Guard District Local Notice to Mariners should be consulted for the schedule of current operations.

WARNING
San Clemente Island is a NAVAL RESERVATION and is closed to the public.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U. S. Coast Guard.

VESSEL TRANSITING
The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S.Coast Pilot 7, Chapter 3 for details.

NOTE N
VESSEL TRAFFIC MANAGEMENT SYSTEM (VTMS)
The Vessel Traffic Service of Los Angeles - Long Beach, jointly operated by the U.S. Coast Guard and Marine Exchange, has been established within the approaches to San Pedro Bay. The working frequency for the VTS is channel 14 VHF/FM (156.7 MHz) and the call sign is "San Pedro Traffic." Upon entering the VTS area, within a 25 nautical mile radius of Pt Fermin (LAT 33°42.3'N, LONG 118°17.6'W), all inbound vessels shall report on channel 14 their vessel name, call sign, position, course and speed, destination, estimated time of arrival to their destination and whether or not their vessel will be taking on a pilot. Outbound vessels shall report 15 minutes prior to reaching the breakwater. To obtain information on the movement of deep draft vessels inside the Federal Breakwater contact the Los Angeles Pilot Station on channel 73 (156.675 MHz) / ph 310-732-3805 or Long Beach Pilot Station on channel 74 (156.6 MHz) / ph 310-432-0664.

COLREGS. International Regulations for Preventing Collisions at Sea, 1972.

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No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTE B
Submarine Pipelines and Cables
Uncharted submarine pipelines and cables may exist in the vicinity of oil well structures, and between such structures and the shoreline. Mariners should use caution when anchoring. Oil well structures, and submarine pipelines and cables are charted only where outside of the indicated limits of charts 18725, 18744, and 18746.

NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION
3076
PLACE
NAME (LAT/LONG)
Height referred to datum of soundings (MLLW)
Mean Higher High Water
Mean High Water
Mean Low Water
feet
feet
feet
Point Loma (32°40'N/117°14'W)
La Jolla (Scripps Institution Wharf) (32°52'N/117°16'W)
Newport Bay Entrance, Corona del Mar (33°36'N/117°53'W)
Los Angeles (Outer Harbor) (33°43'N/118°16'W)
Port Hueneme (34°09'N/119°12'W)
Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Mar 2005)

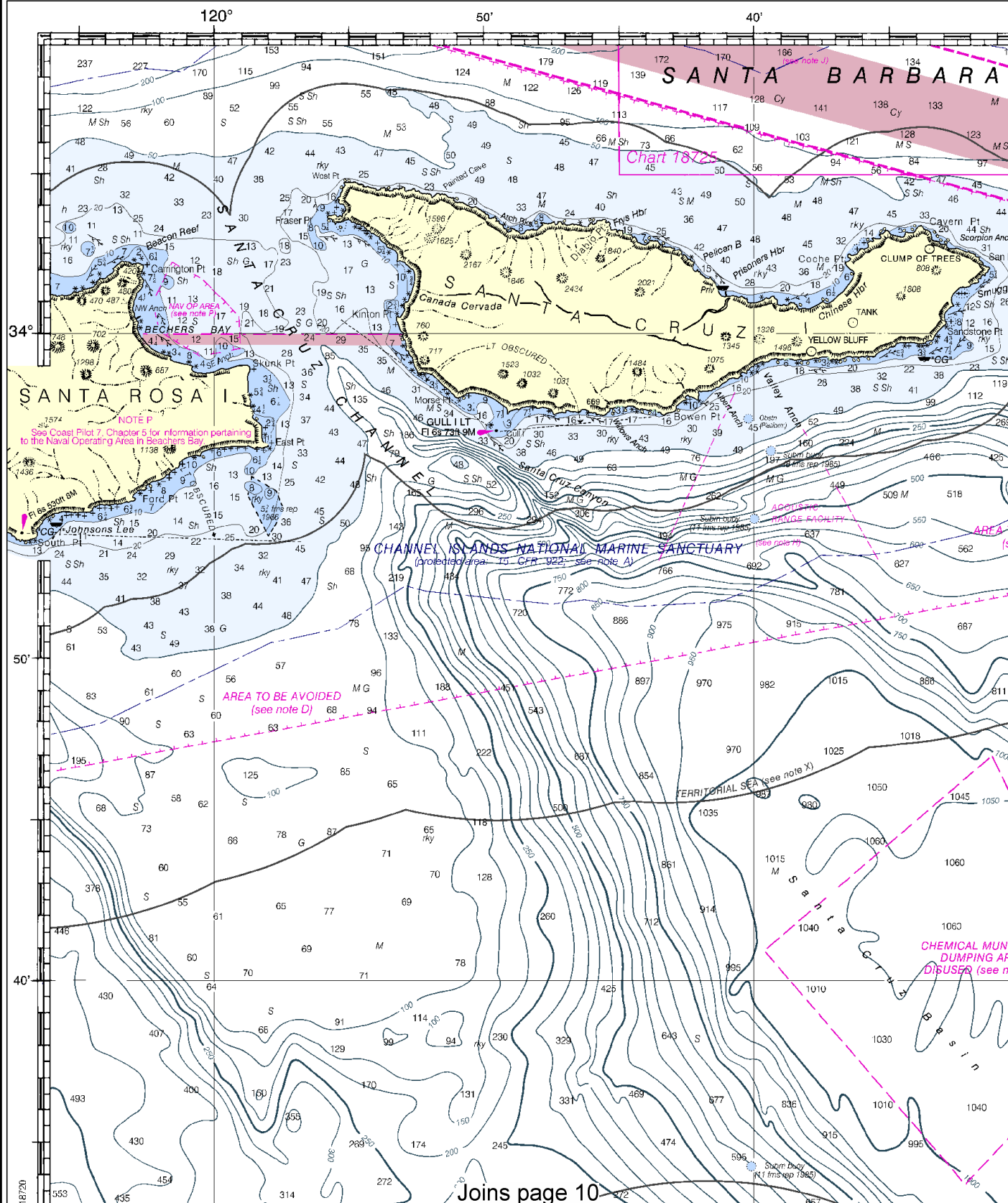
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NOTE J
TRAFFIC SEPARATION SCHEME
One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between points involved. They have been designed to aid in the prevention of collisions at the approaches to major harbors and along heavily traveled coastal waters, but are not intended in any way to supersede or to alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones use extreme caution. The normal Pilot Operating Areas are outlined by trapezoidal magenta bands. A Precautionary Area has been established at Los Angeles - Long Beach. It is recommended that vessels proceed with caution in this area.

NATIONAL MARINE SANCTUARIES

S

LORAN-C OVERPRINTED



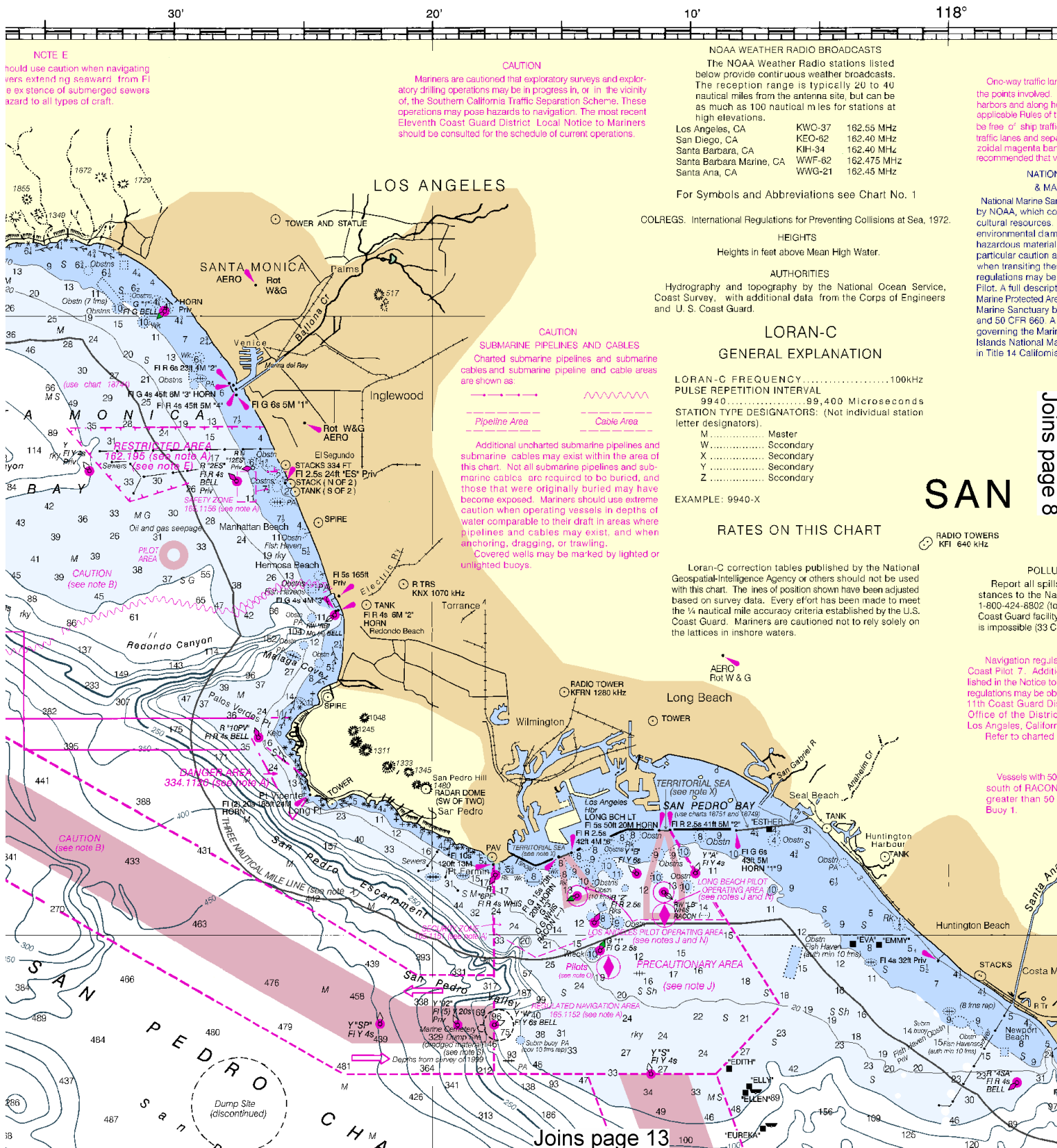
Joins page 10

4



Joins page 5

Joins page 12



NOTE E
Should use caution when navigating
vessels extending seaward from the
existence of submerged sewers
hazard to all types of craft.

CAUTION
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drilling operations may be in progress in, or in the vicinity
of, the Southern California Traffic Separation Scheme. These
operations may pose hazards to navigation. The most recent
Eleventh Coast Guard District Local Notice to Mariners
should be consulted for the schedule of current operations.

NOAA WEATHER RADIO BROADCASTS
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below provide continuous weather broadcasts.
The reception range is typically 20 to 40
nautical miles from the antenna site, but can be
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Los Angeles, CA	KWC-37	162.55 MHz
San Diego, CA	KEO-62	162.40 MHz
Santa Barbara, CA	KIH-34	162.40 MHz
Santa Barbara Marine, CA	WWF-62	162.475 MHz
Santa Ana, CA	WWG-21	162.45 MHz

For Symbols and Abbreviations see Chart No. 1

COLREGS. International Regulations for Preventing Collisions at Sea, 1972.

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service,
Coast Survey, with additional data from the Corps of Engineers
and U. S. Coast Guard.

LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9940.....99,400 Microseconds
STATION TYPE DESIGNATORS: (Not individual station
letter designators).

M.....	Master
W.....	Secondary
X.....	Secondary
Y.....	Secondary
Z.....	Secondary

EXAMPLE: 9940-X

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used with this chart. The lines of position shown have been adjusted
based on survey data. Every effort has been made to meet
the 1/4 nautical mile accuracy criteria established by the U.S.
Coast Guard. Mariners are cautioned not to rely solely on
the lattices in inshore waters.

RADIO TOWERS
KFI 640 kHz

SAN

Joins page 8

POLLUT
Report all spills
stances to the Natl
1-800-424-8802 (tol
Coast Guard facility
is impossible (33 CF

Navigation regula
Coast Pilot 7. Addit
lashed in the Notice to
regulations may be ob
11th Coast Guard Dis
Office of the District
Los Angeles, Californ
Refer to charted n

Vessels with 50
south of RACON
greater than 50 ft
Buoy 1.

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This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 4710 11/23/2010,
NGA Weekly Notice to Mariners: 4910 12/4/2010,
Canadian Coast Guard Notice to Mariners: n/a .

7



CAUTION

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AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U. S. Coast Guard.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
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STATION TYPE DESIGNATORS: (Not individual station letter designators).

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RATES ON THIS CHART

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NOTE J

TRAFFIC SEPARATION SCHEME

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NATIONAL MARINE SANCTUARIES & MARINE PROTECTED AREAS

National Marine Sanctuaries are protected areas, administered by NOAA, which contain sensitive and diverse natural and cultural resources. These areas are particularly sensitive to environmental damage such as spills of oil and other hazardous materials, discharges and groundings. Exercise particular caution and follow applicable Sanctuary regulations when transiting these areas. A full description of Sanctuary regulations may be found in 15 CFR 922 and in the U.S. Coast Pilot. A full description of the federal regulations governing the Marine Protected Areas located within Channel Islands National Marine Sanctuary boundaries may be found in 15 CFR 922 and 50 CFR 660. A full description of the state regulations governing the Marine Protected Areas located within Channel Islands National Marine Sanctuary boundaries may be found in Title 14 California Code of Regulations (CCR) section 632.



THE NATION'S CHARTMAKER SINCE

UNITED STATES - WEST

CALIFORNIA

SAN DIEGO TO SANTA

Mercator Projection
Scale 1:234,270 at Lat. 3:
North American Datum of
(World Geodetic System 1984
SOUNDINGS IN FATHOM
AT MEAN LOWER LOW WATER

RADIO TOWERS
KFI 640 kHz

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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Refer to charted regulation section numbers.

NOTE O

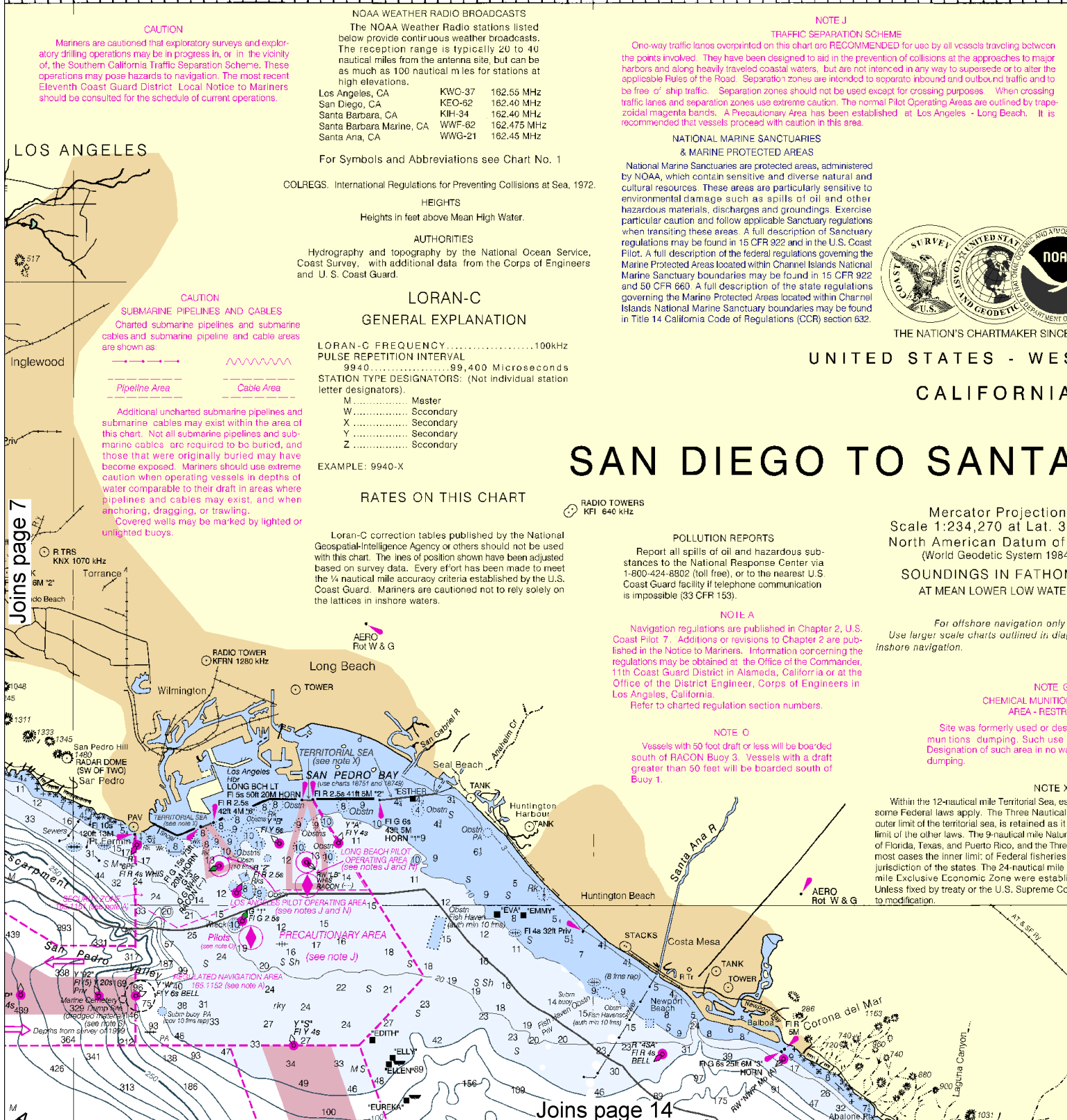
Vessels with 50 foot draft or less will be boarded south of RACON Buoy 3. Vessels with a draft greater than 50 feet will be boarded south of Buoy 1.

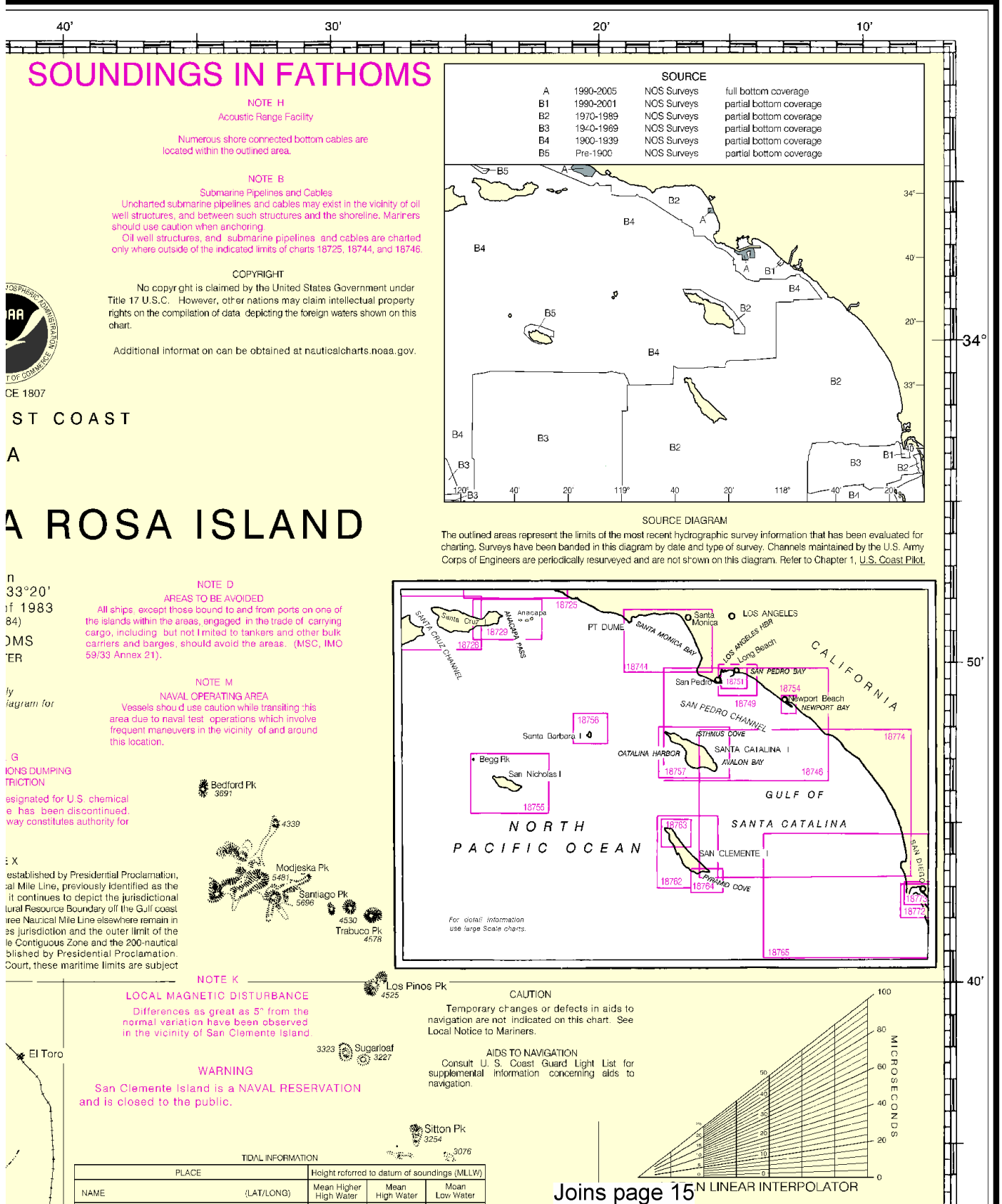
NOTE G
CHEMICAL MUNITION
AREA - RESTRI

Site was formerly used or des
munitions dumping. Such use
Designation of such area in no we
dumping.

NOTE X

Within the 12-nautical mile Territorial Sea, as some Federal laws apply. The Three Nautical outer limit of the territorial sea, is retained as it limit of the other laws. The 9-nautical mile Natu of Florida, Texas, and Puerto Rico, and the Three most cases the inner limit of Federal fisheries jurisdiction of the states. The 24-nautical mile mile Exclusive Economic Zone were establi Unless fixed by treaty or the U.S. Supreme Co to modification.





Joins page 4

JOINS CHART 18120

30'

20'

10'

33°

CAUTION
PACIFIC MISSILE RANGE

THREE NAUTICAL MILE LINE (see note X)
R "48R"
FI R 48 WHIS
Begg Rock
FI (3) Y 20s
Navy

SAN JUAN

NORTH
PACIFIC OCEAN

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Joins page 5

Joins page 12

Joins page 17

Channel Islands National Marine Sanctuary
Protected area: 15 CFR 922
see note A.1

Santa Barbara Lt
FL 36 199ft 10M

Santa Catalina W End Lt
FL 66 761ft 10M

Osborn Bank (19)

EXPLOSIVES
DUMPING
AREA
DISUSED

DANGER AREA
334-900 (see note A.1)

DANGER AREA
334-800 (see note A.1)

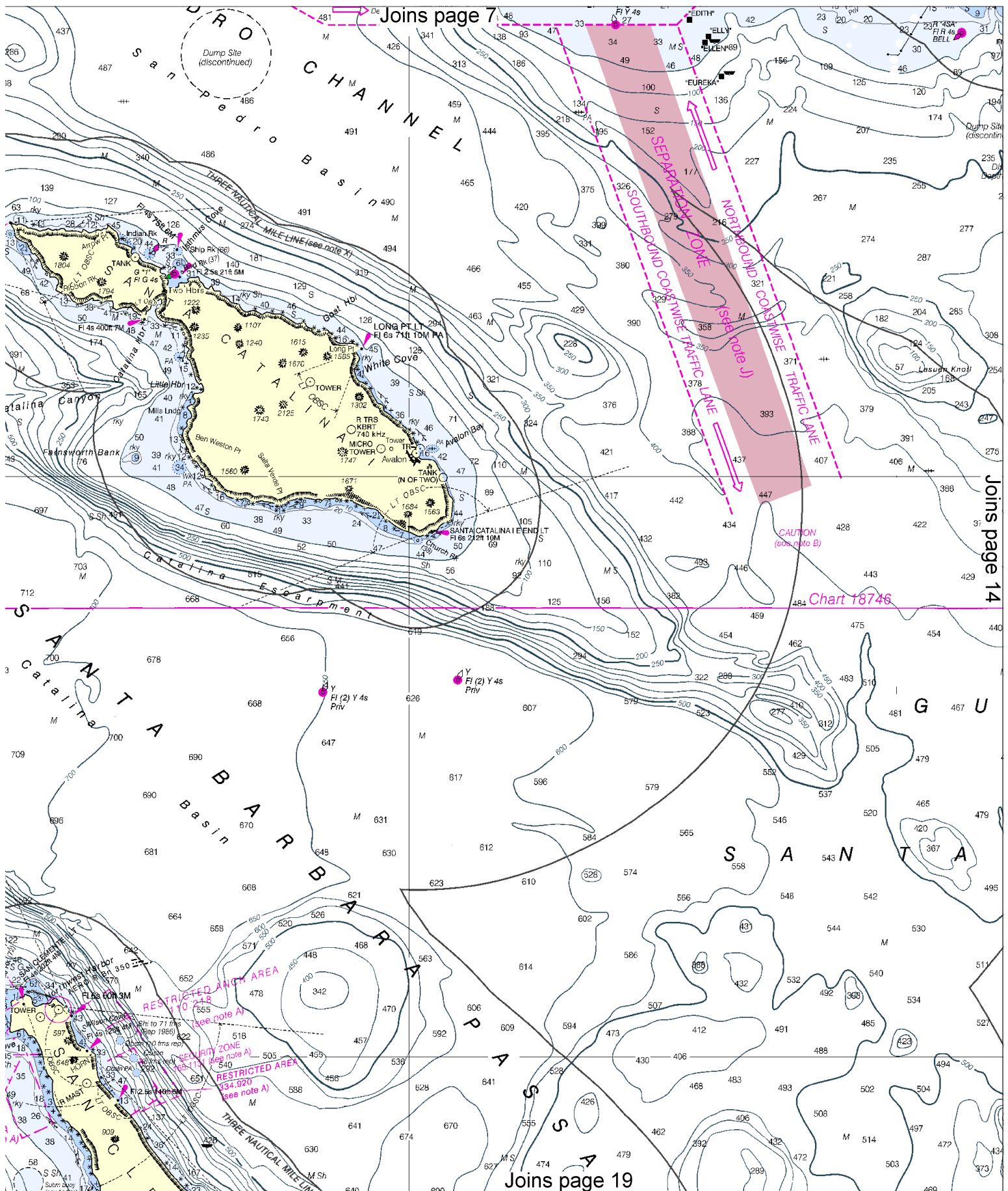
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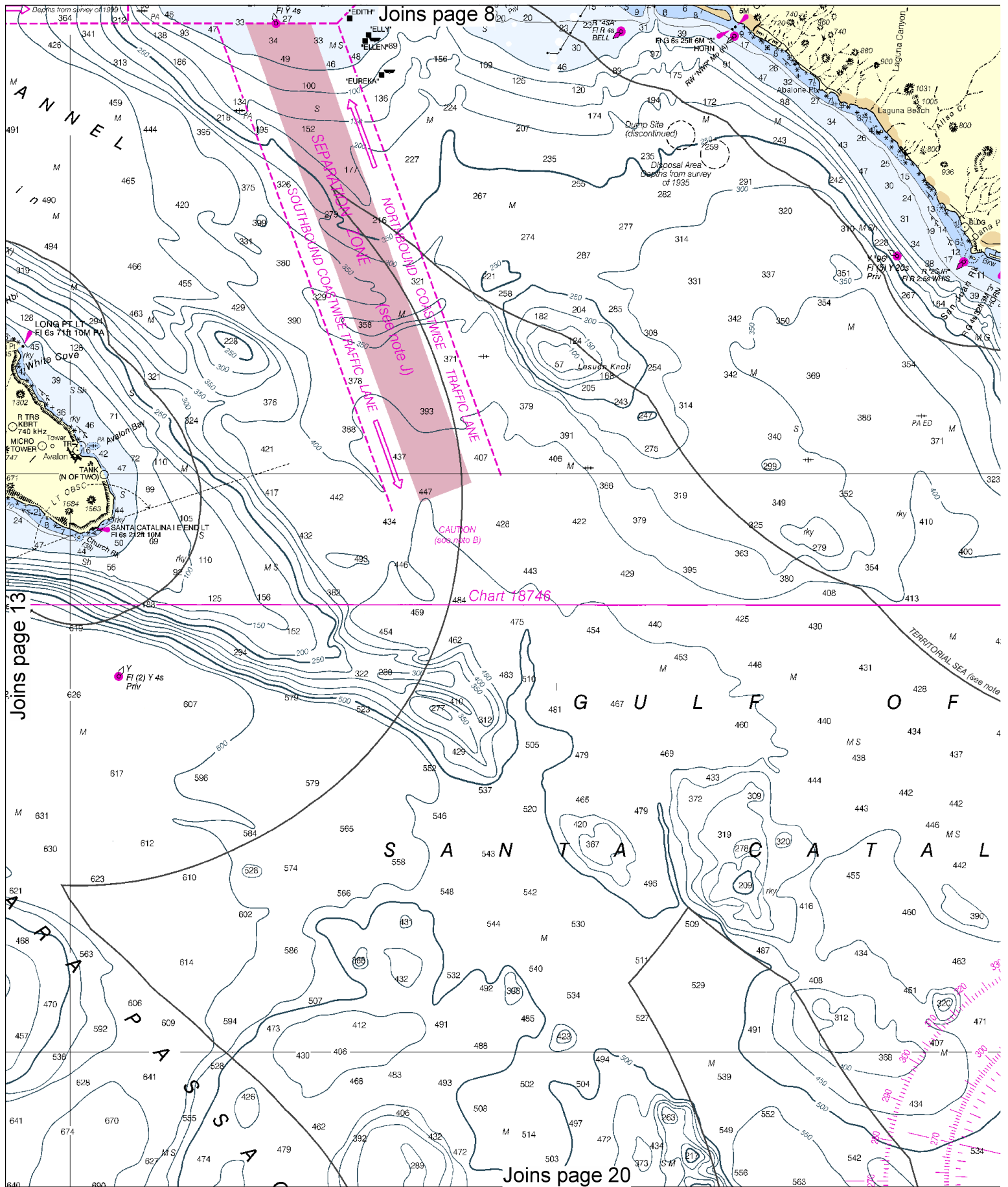
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Joins page 11

Joins page 18.





TIDAL INFORMATION

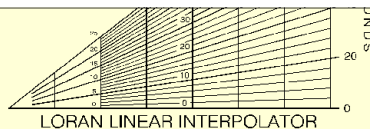
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Point Loma	(32°40'N/117°14'W)	feet 5.3	feet 4.6	feet 0.9
La Jolla (Scripps Institution Wharf)	(32°52'N/117°16'W)	5.3	4.6	0.9
Newport Bay Entrance, Corona del Mar	(33°36'N/117°53'W)	5.4	4.7	0.9
Los Angeles (Outer Harbor)	(33°43'N/118°16'W)	5.5	4.8	0.9
Port Huachuca	(34°09'N/119°12'W)	5.4	4.7	1.0

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

(Mar 2005)

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.



LORAN LINEAR INTERPOLATOR

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.071' northward and 3.240' westward to agree with this chart.

NOTE C

MILITARY EXERCISE AREA

Mariners are cautioned against possible hazards due to military training activities. Normal hours of operation are 0600-2400 local time, daily. For extension of operating times and further information, consult U.S. Coast Guard Local Notice to Mariners.

NOTE N

VESSEL TRAFFIC MANAGEMENT SYSTEM (VTMS)

The Vessel Traffic Service of Los Angeles - Long Beach, jointly operated by the U.S. Coast Guard and Marine Exchange, has been established within the approaches to San Pedro Bay. The working frequency for the VTS is channel 14 VHF/FM (156.7 MHz) and the call sign is "San Pedro Traffic." Upon entering the VTS area, within a 25 nautical mile radius of Pt. Fermin (LAT 33°42.3'N, LONG 118°17.6'W), all inbound vessels shall report on channel 14 their vessel name, call sign, position, course and speed, destination, estimated time of arrival to their destination and whether or not their vessel will be taking on a pilot. Outbound vessels shall report 15 minutes prior to reaching the breakwater. To obtain information on the movement of deep draft vessels inside the Federal Breakwater contact the Los Angeles Pilot Station on channel 73 (156.675 MHz) / ph 310-732-3805 or Long Beach Pilot Station on channel 74 (156.6 MHz) / ph 310-432-8664.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

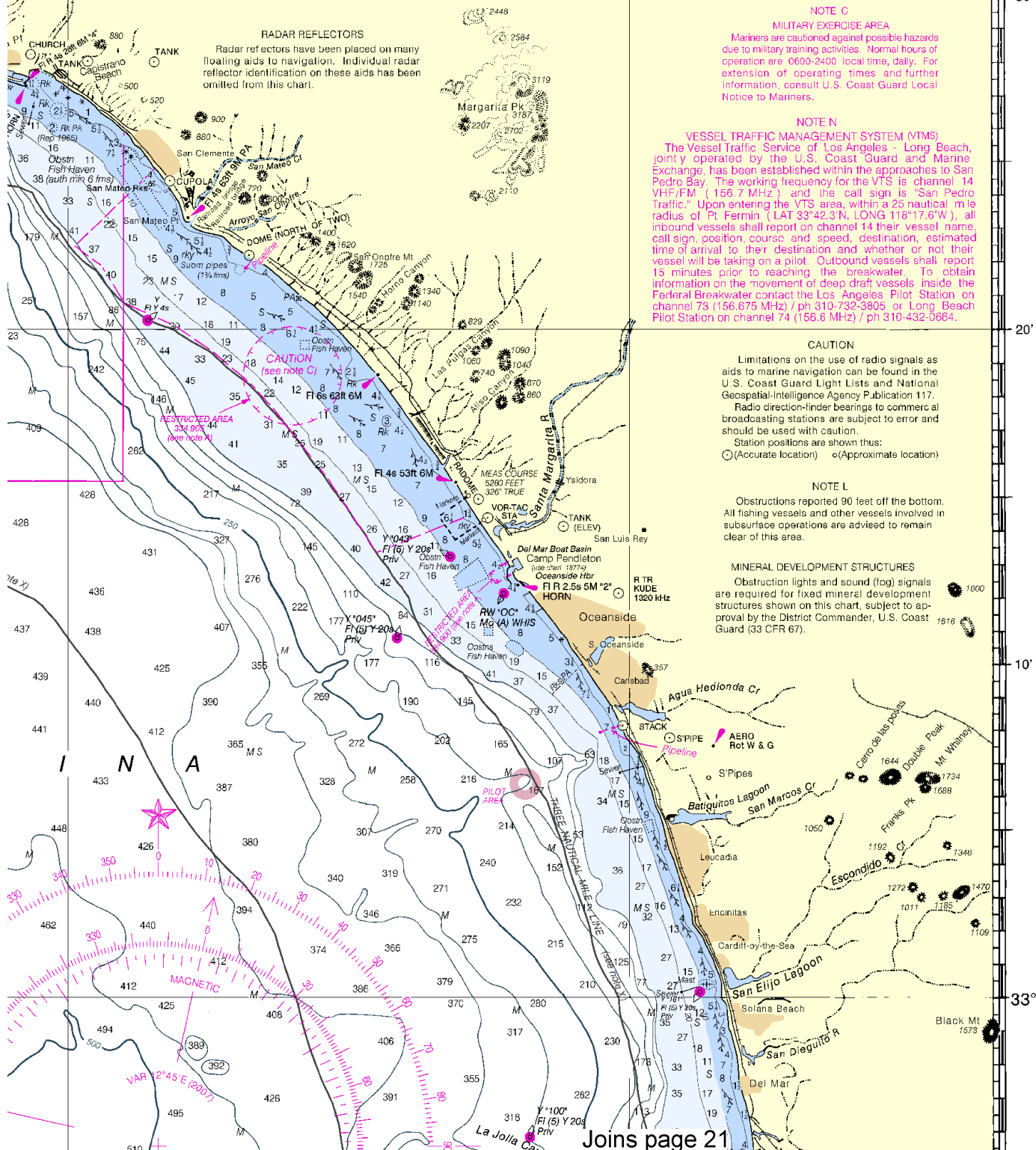
Station positions are shown thus:
 (O) (Accurate location) (o) (Approximate location)

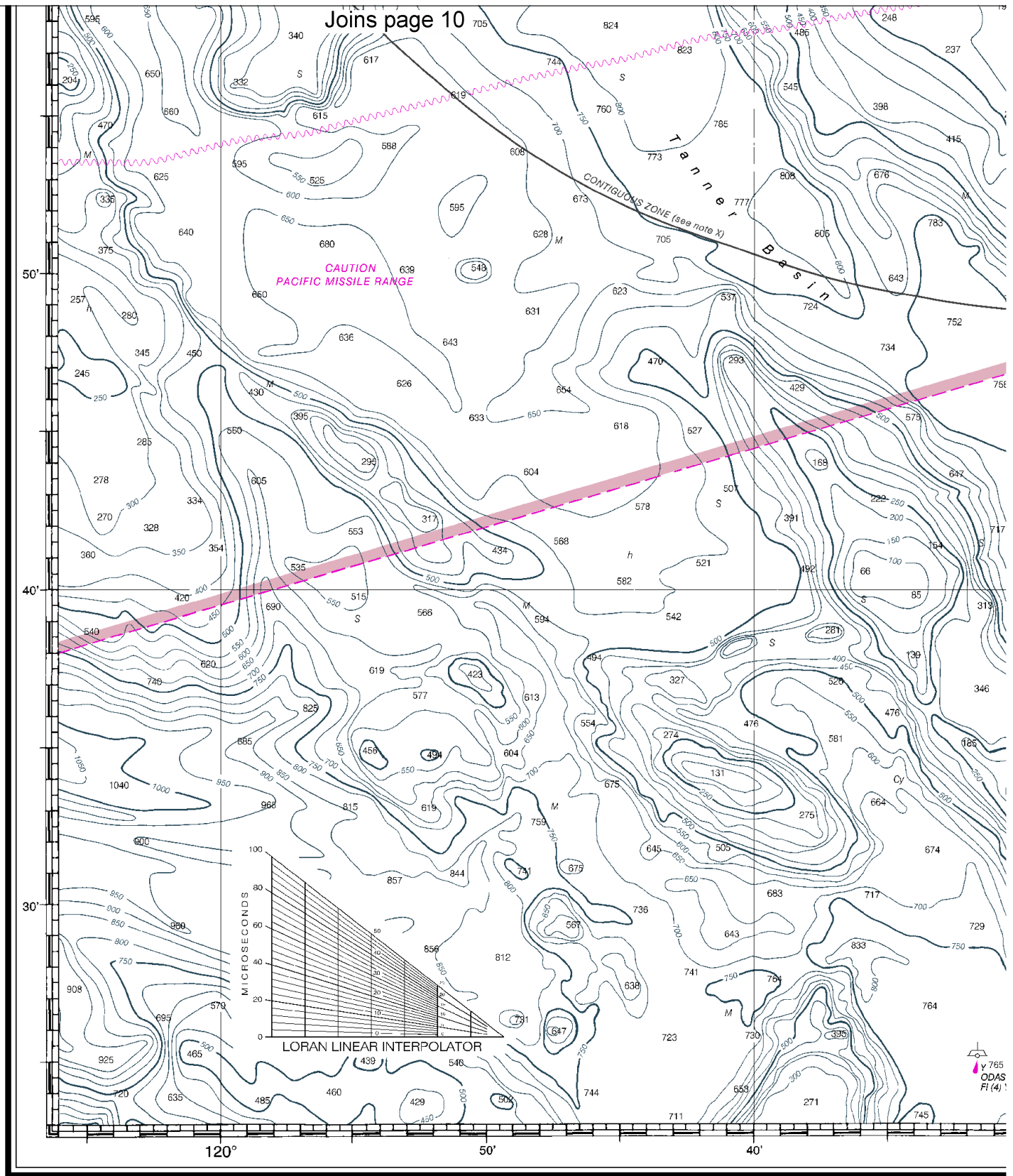
NOTE L

Obstructions reported 90 feet off the bottom. All fishing vessels and other vessels involved in subsurface operations are advised to remain clear of this area.

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).





42nd Ed., Mar. / 07 ■ Corrected through NM Mar. 31/07
Corrected through LNM Mar. 20/07

18740

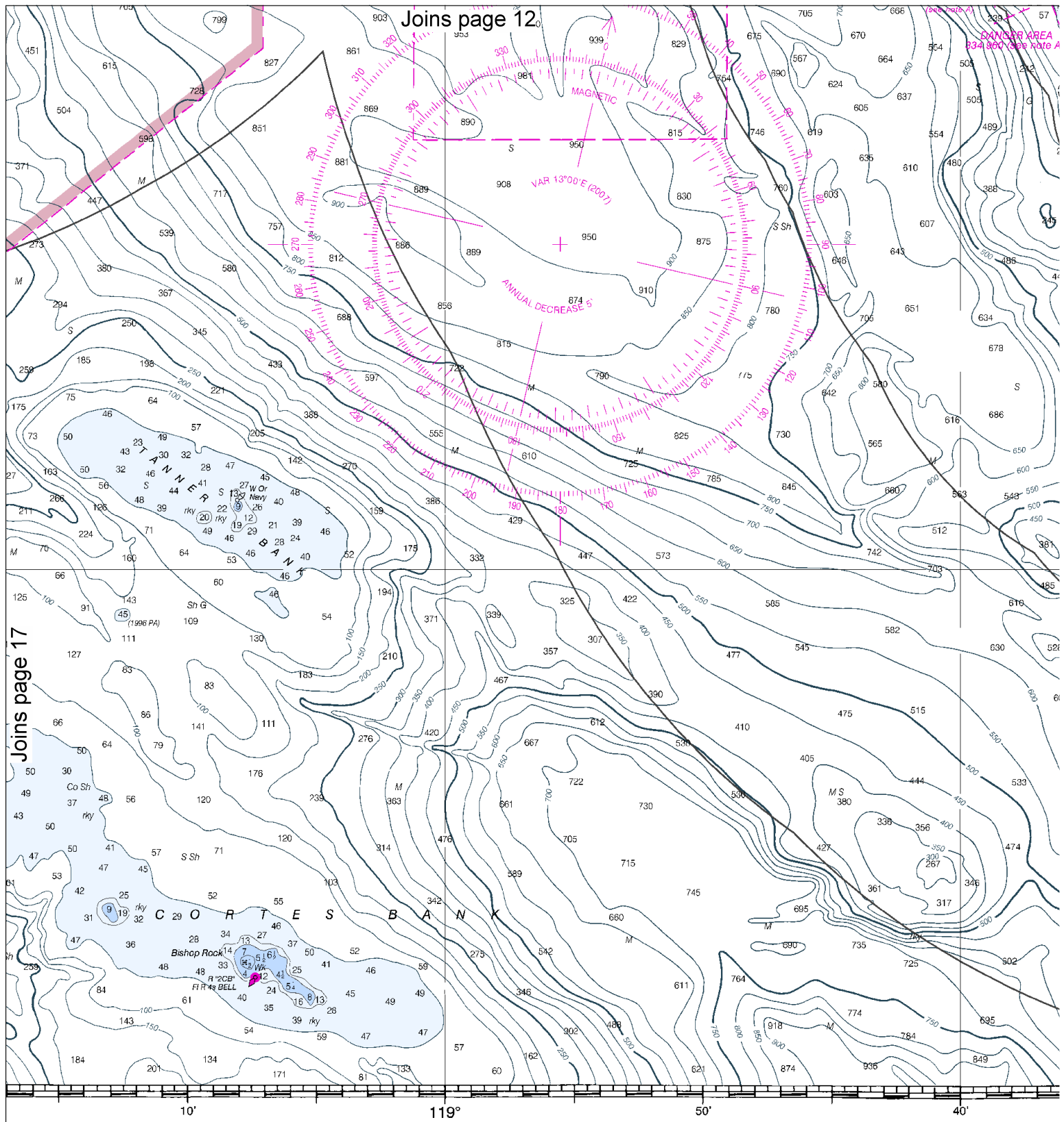
LORAN-C OVERPRINTED

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard encourages users to submit corrections, adding to the Chief, Marine Chart Division (N/C Service, NOAA, Silver Spring, Maryland 20910-3282).

16





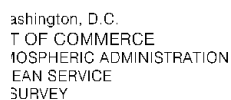
VESSEL TRANSITING
 the Pacific States/British Columbia Oil Spill
 stem of voluntary measures and minimum
 retain commercial vessels transiting along
 between Cook Inlet, Alaska and San Diego,
 Pilot 7, Chapter 3 for details.

SOUNDINGS IN FATHOMS

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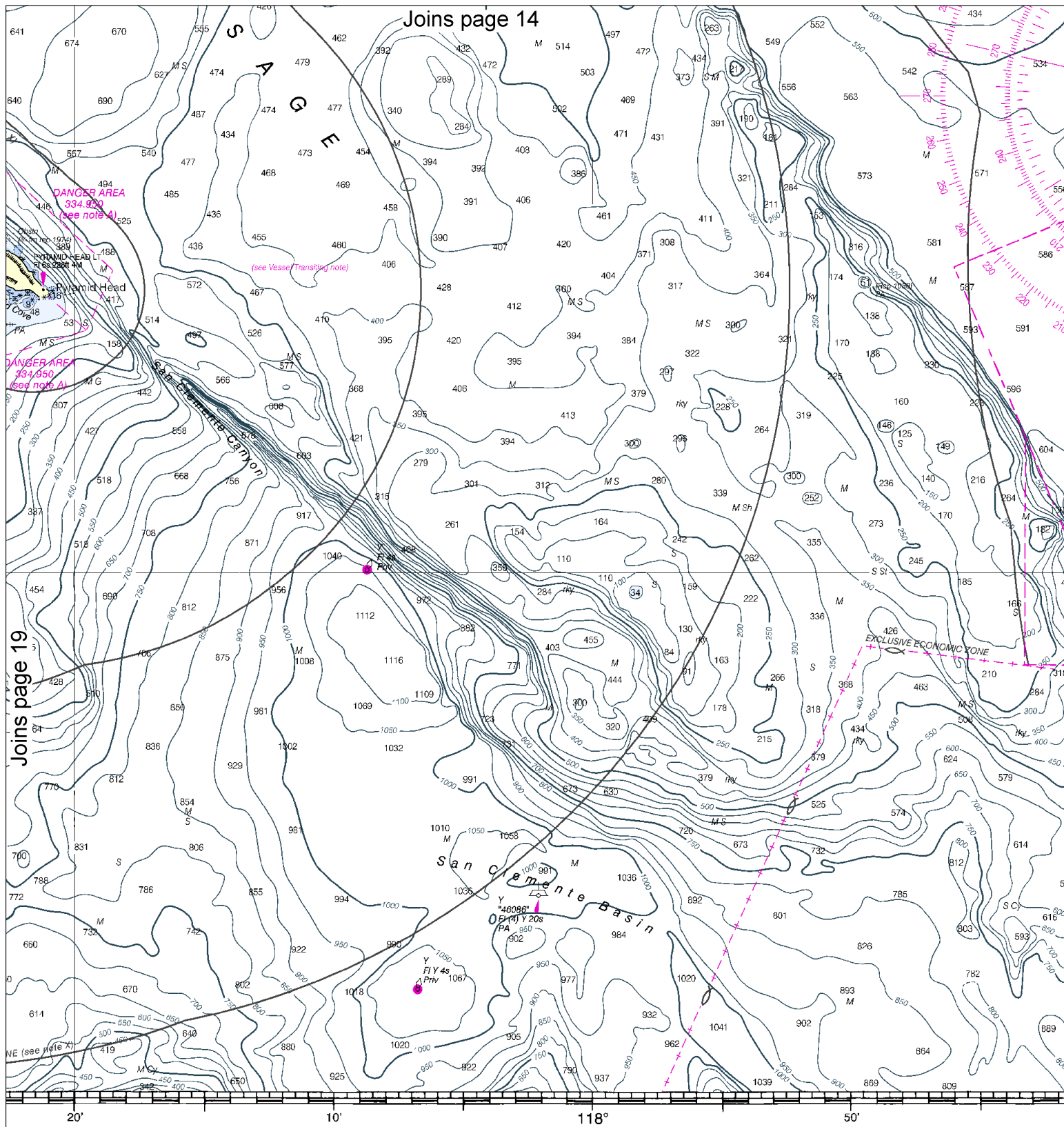
18





The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOAA and its partner, OceanGrafix, offer this chart up and critical corrections. Charts are printed when order Editions are available 5-8 weeks before their release as about Print-on-Demand charts or contact NOAA at help@NauticalCharts.gov, or OceanGrafix at 1-800-[862-226-7267](tel:862-226-7267).



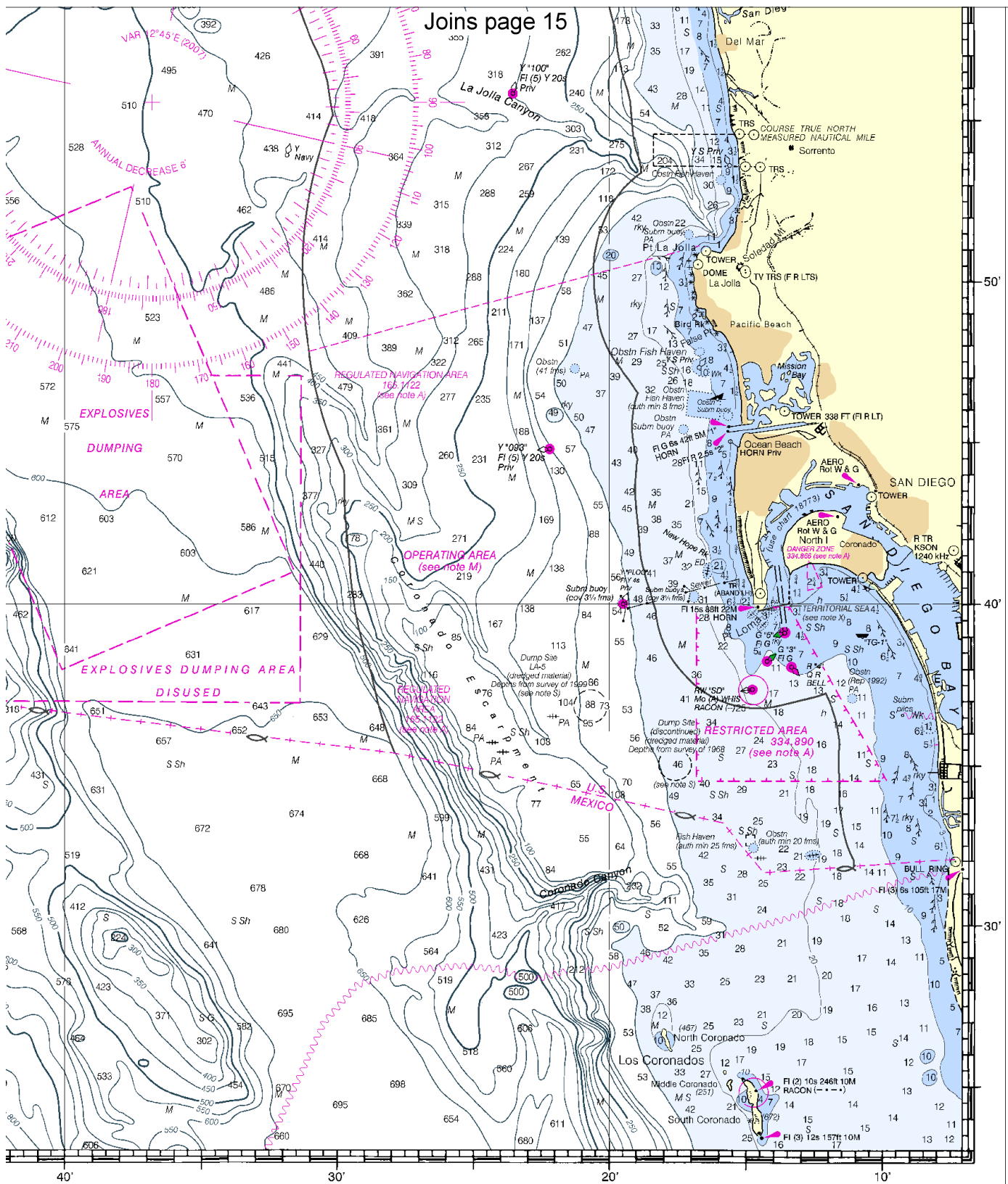
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on electronic aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

FATHOMS	0	1
FEET	0	1
METERS	1	2



Joins page 15



ED NO 42

NSN 7642014011605
NSA REFERENCE NO. 18XCO18740

San Diego to Santa Rosa Island
SOUNDINGS IN FATHOMS - SCALE 1:234,270

18740
LORAN-C OVERPRINTED

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue – 510-437-3700

Coast Guard Los Angeles/Long Beach – 310-732-2030

Coast Guard San Diego – 619-683-6470

Commercial Vessel Assistance – 1-800-367-8222

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.

